

De Gull Wing

Two Dollars

"FOR MEMBERS ONLY"

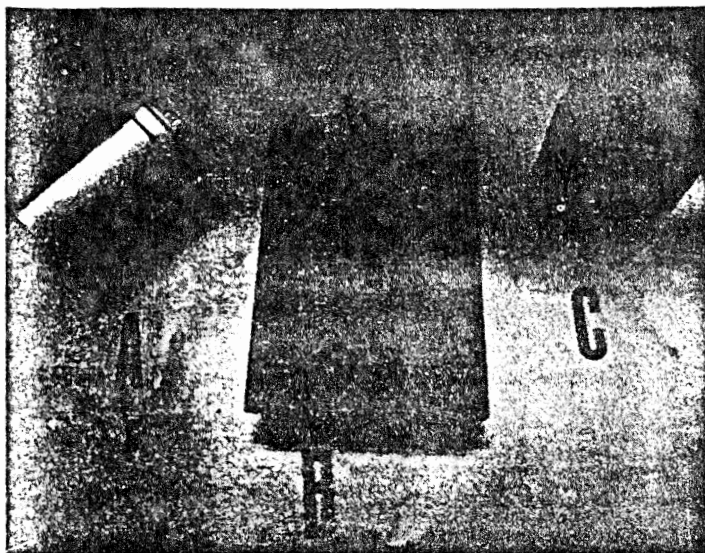
January / February
Volume 2, Number 4

OFFICIAL PUBLICATION FOR OVER 2000 DELOREAN CLUB MEMBERS

CONTINUED SAVINGS FOR DMCA MEMBERS

DMCA in its continued fight to source new parts and produce products at lower prices has supplies for your DMC.

New DMCA Designed Oil Plug Wrench. \$9.50 plus \$3.00 shipping and handling. Stop breaking your knuckles and pulling out your hair! Ready for immediate delivery.

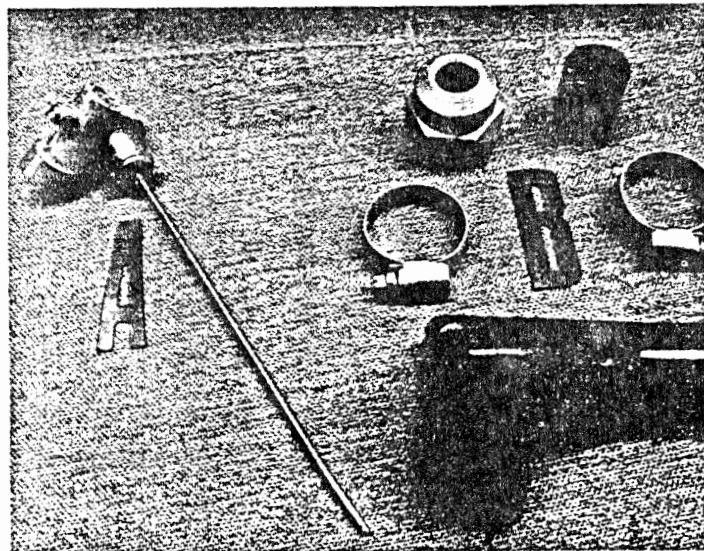


	PART NUMBER	DMC PRICE	DMCA PRICE
A. GAS FILTER	100523	\$27.43	\$16.00
B. AIR FILTER	102575	\$24.45	\$19.00
C. OIL FILTER	102114	\$16.60	\$7.00

ANGLE DRIVE BREAKING? NOT ANY MORE!!

DMCA has developed a machined brass angle drive that we will guarantee for 1 year against defects. Compared to the pot metal casting and moisture problems of the OEM part, this is definitely a blessing in disguise.

- A. RIGHT ANGLE DRIVE \$95.00
- B. WATER REPELLENT BOOT \$35.00
(to prevent freeze-up and moisture damage)
PROTECT YOUR INVESTMENT!



Wheel Alignment

Some major tire wear problems have developed because of improper wheel alignment on most De Loreans. The only adjustment that can be made is toe-in and toe-out. Caster and camber are not adjustable. All four wheels must be adjusted at the same time or improper alignment could occur.

1. Check front wheels for rim run out. Maximum tolerance is .406 mm (.016 inch).
2. Check for correct tire pressures. See specifications in owners manual.
3. Check and ensure no abnormal wear in steering joints/suspension.
4. Place vehicle on flat surface.

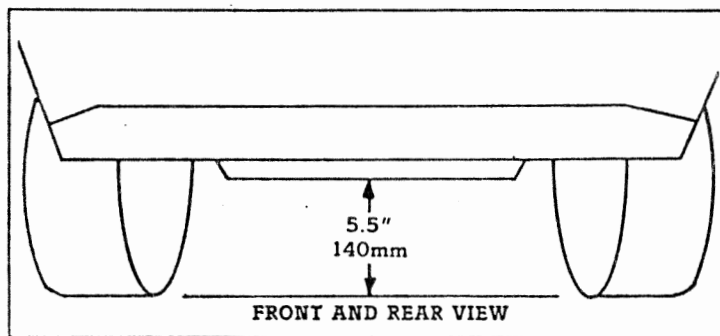


FIGURE 1

Adjusting Toe-In

Loosen clamp securing steering rack boot to the tie-rod.
Holding tie-rod end "A" firmly with wrench, unlock locknut "B."
Using vise grips, rotate steering rod "C" to obtain specified adjustment. FIGURE 2

NOTE: It is important to adjust both sides equally ensuring that the same number of threads are exposed.

Torque the tie rod lock nuts to 36 NM (26 ft. lbs.).

Retighten boot clamp.

5. Check and, if necessary, adjust setting height 140mm (5.5 inches). FIGURE 1. This measurement must be taken from the center of the front crossmember.

NOTE: It may be necessary to lift the front of the vehicle or load the luggage compartment to obtain the specified setting height.

6. Proceed with wheel alignment per the directions of the manufacturer of the alignment equipment used.

NOTE: Where equipment directions indicate to jounce the suspension, substitute with, check and ensure specified setting height is maintained.

Alignment Specifications — Front

Toe-In	3mm (0.12 inch) per wheel
Caster Angle	3½° to 4° positive non-adjustable
Camber Angle	0° to ½° Negative
King Pin Inclination	8° ± ½° — 0° non-adjustable

NOTE: If caster, camber and king pin inclination do not fall within the specified tolerances, check suspension components for damage.

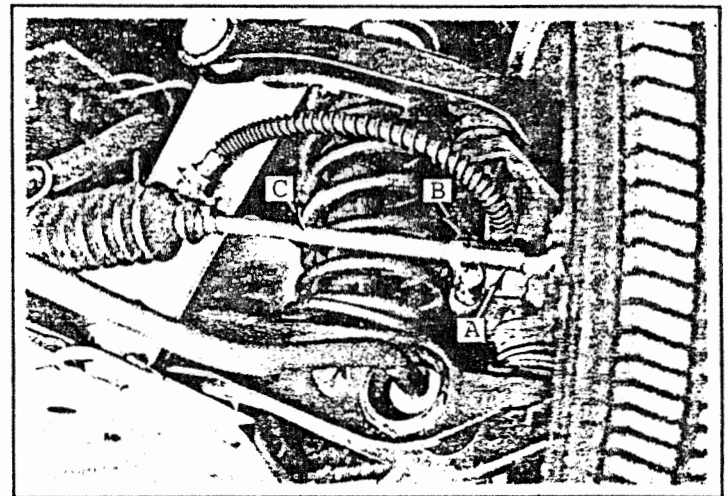


FIGURE 2

DMCA De Lorean Motor Club of America, Inc.

DMCA Urgent Club Business Can Be Discussed By Dialing

DMCA (714) 847-9940

DMCA Tuesdays or Thursdays only

10:00 AM to 3 PM — California Time

COLLECT CALLS WILL NOT BE ACCEPTED

DMCA

P.O. Box 944 • Westminster, CA 92683

EXECUTIVE DIRECTOR, Joel B. Vest

MEMBERSHIP DIRECTOR,
SECRETARY-TREASURER Patti Nolan

THE COVER

Selected Parts Available Through DMCA.

DATA

Any merchandise returned to DMCA for refund will be charged a 15% restocking fee. Delinquent accounts will suspend membership benefits.
De Lorean Motor Club of America, Inc., P.O. Box 944, Westminster, CA 92683

CA 92683. Subscription is part of DMCA membership dues and is mailed only to paid members. Member communications regarding address changes or chapter information should be addressed to the Executive Secretary at the above DMCA address.

Manuscripts, photographs and art will not be returned unless accompanied by a stamped, self-addressed envelope bearing sufficient postage. Photographs should be 8-inch by 10-inch glossy black and white. Manuscripts must be typewritten to be considered, and should be double spaced on one side only. Articles of a technical nature are especially popular but ALL articles will be given equal importance.

DISCLAIMER

While it is a primary service of the De Lorean Motor Club of America, Inc. to disseminate technical information, any maintenance technique or possible modification published in De Lorean Motor Club of America, Inc. should be weighed against conventional, traditional, and generally accepted techniques and modifications. De Lorean Motor Club of America, Inc. should not be considered the authority on maintaining or improving De Loreans and the views expressed are those of the author of an article or person quoted. Although research has proceeded each article, the mention of a product, service or procedure herein does not constitute endorsement of it by the Club, its officers, employees, or De Lorean Motor Club of America, Inc. Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality, and resale value. Any modifications possibly affecting emissions or safety are the sole responsibility of the person performing them and when such possible modifications are presented in De Lorean Motor Club of America, Inc. it is with the understanding that they will be used for racing AND NOT on public highways. It is also incumbent upon the owner of a De Lorean to consider the effect of any changes in his vehicle upon any warranty in force before undertaking any technique or modification. Failure to do so could result in denial of warranty coverage by Consolidated or any other company offering said coverage. This publication and this organization WILL NOT ASSUME LIABILITY for any such consequences.

Alignment — Rear Wheels

Follow Steps 1 through 4 of Front Wheel Alignment procedures.

5. Check and, if necessary, adjust setting height 140mm (5.5 inches) at the center of the engine support cross member.
FIGURE 1

NOTE: It may be necessary to lift the rear of the vehicle or load the vehicle to obtain the specified setting height.

6. Proceed with wheel alignment per directions of manufacturers of alignment equipment used.

NOTE: Where equipment directions indicate to jounce the suspension, substitute with, and ensure specified setting height is maintained.

Alignment Specifications — Rear

Toe-In 3mm (0.12 inch) per wheel

Camber $\frac{1}{4}^{\circ}$ to $\frac{3}{4}^{\circ}$ negative and non-adjustable

NOTE: If camber specifications do not fall within the specified tolerance, check for damaged suspension components.

Adjusting Toe-In

Remove trailing arm shields.

2. Loosen trailing arm pivot bolt "A". **FIGURE 3.**
3. Remove or add the required amount of shims (Part No. 106680) to obtain the specified tolerance.

NOTE: 1 shim = 1.1° (1/16 inch)

4. Torque trailing arm pivot bolt "A" **FIGURE 3** to 75NM (55 ft. lbs.).
5. Check adjustment.

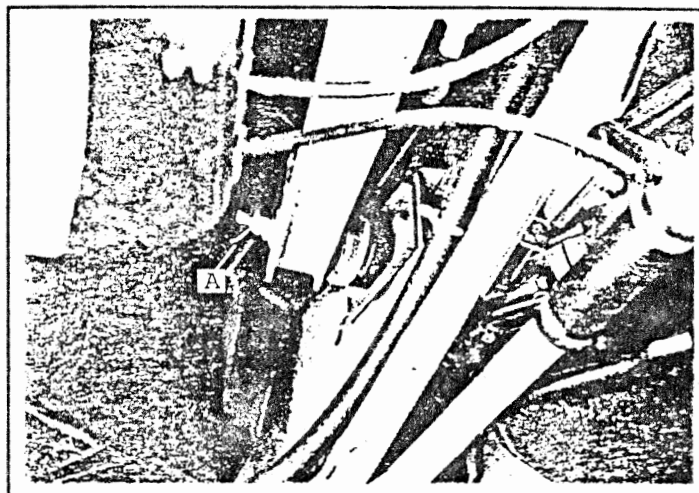


FIGURE 3

Conversion Table Fractional Inches/Decimal Degrees

1/32 = .06°	5/32 = .32°	9/32 = .58°	13/32 = .83°
1/16 = .13°	3/16 = .38°	5/16 = .64°	7/16 = .90°
3/32 = .19°	7/32 = .45°	11/32 = .70°	15/32 = .96°
1/8 = .26°	1/4 = .51°	3/8 = .77°	1/2 = 1.02°

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PLEASE PRINT

NAME _____ MEMBERSHIP # _____

SHIPPING ADDRESS _____

UPS cannot ship to P.O. Boxes

CITY _____ STATE _____ ZIP _____ PHONE DAY () _____

QUANTITY	PART #	DESCRIPTION	MEMBERS COST	TOTAL \$
	DMC 50	NEW OIL PLUG WRENCH	\$ 9.50	
	100523	GAS FILTER	16.00	
	102575	AIR FILTER	10.00	
	102114	OIL FILTER	5.00	
	102443	BOSCH HR6DS SPARK PLUGS	5.00	
	102606	DISTRIBUTOR CAP	20.00	
	102604	DISTRIBUTOR ROTOR	10.00	
	102684	DISTRIBUTOR VACUUM ADVANCE	35.00	

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CALIFORNIA RESIDENTS ADD 6%

SHIPPING & HANDLING
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LETTERS TO de EDITOR

"... I am having a problem that I understand everyone is having. Idle fluctuation of 400 R.P.M.'s at 950 R.P.M. while stopped, in park or in drive. I have been back to my dealer at least 5 times and they tell me that it is normal to have this much fluctuation, I say phooey! It didn't happen until I had about 12,000 miles on it and I find it hard to believe it should happen now, out of the clear blue sky! Sometimes it is so bad that the car will stall and be hard to start. I am sure if I am having this trouble, someone else is also. Please help, I am almost to the point of getting rid of the car if I can not fix this rotten problem."

Marsha M. Davis, MI

Marsha, the problem you're describing is one most dealers and mechanics are aware of but don't know the solution. Probable cause is your idle CO adjustment is too rich or too lean, which causes the engine to "hunt" or "gallop". Because of a too rich condition, you could destroy your catalytic converter (too much heat). Looking in your parts manual, locate section 2, subsection 2, group 0, part identification #25-tamper proof plug. Very carefully drill a very small hole in this tamper proof plug on the fuel distributor. Insert a sheet metal screw into the hole and pry out the plug with a pair of pliers. Place a 3mm allen wrench into the exposed allen screw in the hole that was covered by the tamper proof plug and turn clockwise to increase the fuel mixture or counter clockwise to "lean out" the mixture. Should this not solve your particular problem see diagnostic chart: Idle Speed Control Operation Test. (P.S. Always use a dwell meter (RPM) when adjusting your CO.) deEditor

"... Do you have original key blanks for the one key system or do you have other kinds of blanks? I need some keys because I am now down to one key and I can't get anyone to make one."

R.J. AIII, OH

See your local Volvo dealer or call us for all key blanks and parts. deEditor

"... I would like to purchase a 160 MPH speedo for my De Lorean, but I don't know how to take apart the dashboard to get at it. Also

Also if you have a special carton to pack and ship it safely, please send me one. I don't want to damage anything. Help! Please give me careful instructions."

Ronald Klimes, PA

Ron, this was covered in Vol. 1, #6 issue but for those who missed it here is a repeat. (1) Cluster is secured with 6-7mm nuts positioned for access from underside of dash. Four are very straight forward to remove using a 1/4" drive ratchet or palm ratchet with 7mm shallow socket; the two nuts at the very center of the cluster underside will require either a 1/4" driver with the socket or a 6" extension on the ratchet. (NOTE: which nuts use large and small washers for reinstallation). (2) Speedometer cable is disconnected from the back of speedometer (before the cluster is removed from dash space) by the two-handed approach: one hand pressing the wire spring towards the back of speedometer, the other hand pulling the cable housing straight back away from the speedometer. This may take one or more efforts to coordinate as the spring when released interferes with the lip of the ferrule on the cable housing. (3) Disconnect wire loom connectors from back of circuit board. The dash cluster will come forward and out easily. (4) Separate plastic lens from front of duster by removing 6 phillips head screws. To release speedometer from cluster, the tachometer must be removed first by undoing 6-8mm speeder nuts from the back (circuit board side) of cluster. The speedometer is freed from the cluster by undoing 2 - 6mm bolts that secure the speedometer to the cluster back. In reinstalling instruments and cluster reverse removal procedures. NOTE: In reinstalling wire loom connectors, the main (white) connector would be presented to the circuit board opening so that the two top wires are blue with red stripe and blue with white stripe and will go towards the top of the dash. The side (black) loom connector is inserted so that the contacts are in a down facing position to interface with the pathways of the circuit board. (5) Place speedometer in a baggie or wrap loosely in plastic film. Placing speedometer in shipping box and lightly pack in cotton, packing popcorn or other such insulation to prevent damage in shipment. Mail to DMCA and we'll do the rest! deEditor

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FREE TO DMCA MEMBERS — No Commercial Advertisers —

De Gull Wing will publish two short (40 words or less) free classified advertisements for members in a calendar year. Additional ads and those ads placed by non-members must be accompanied by \$50 each. Ads in excess of 40 words will be subject to editing. Include membership number and complete name and address with your ad. Mail to: ADS—DMCA, P.O. Box 944, Westminster, CA 92683.

For display advertising rates call Tuesday or Thursday only, 10:00 A.M. to 3:00 P.M. at (714) 847-9940. Collect calls will not be accepted.

For Sale: 1982 De Lorean, 5 speed with mats, parts reference and shop manuals. All bugs out. \$15,000. For details, call me and I will call you back on my watts line. 3pm-10pm EST. (616) 774-0913

Vacation Rental: Hilton Head Island, S.C., Sea Pines, luxury villa, 2 Bdrms, 2 Baths, private hot tub, free tennis. Near beach & Harbour Town. Call (201) 846-2200 or (201) 297-9554.

For Sale: 1981 De Lorean, #7085, 5 speed, all original plus more. Exec. cond., 33,000 ml. Must sell. Asking \$15,200. Call Steve in AM at (201) 735-9446. Make offer.

For Sale: 1981 De Lorean, never registered. Garage kept & covered. Gray leather, 5 speed, 2150 ml. \$18,000. Call Pete Mon-Fri. (201) 467-9292 days & (201) 956-7777 eves.

For Sale: "Classic" 1957 T-Bird, white on white w/continental kit. Original owners family. Mint condition. Estate sale. Asking \$14,000. Sandy Mayo (213) 596-6616 or Bruce Mayo (213) 572-3492.

For Sale: 1981 De Lorean. Former Continental flight attendant. Must sell. One female owner, #878, excellent cond., black interior, 5 speed. Extended 5 yr. warranty, 19,000 ml. Best offer (505) 589-2222.

For Sale: De Lorean right Rear Quarter panel. Brand new, no trim. Shipping arranged. Call John Spavelko, RD1, Cecil, PA 15321. (412) 746-5045.

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